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Hongkong, 18th November, 1901. 47

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30.

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Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication but as evidence of good faith.

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The Daily Press.

HONGKONG, JULY 18th, 1907.

The Korean Emperor, like a fish in an overcrowded boat, has wriggled too much. Our Tokyo correspondent's recent telegram makes it appear that he is about to receive his quietus. It is impossible to feel much sympathy for him, his methods have been so contemptible, and they offer one of the best arguments, if such be needed, in favour of the desirability of Japanese control. It is unfortunate that foreigners like the American Mr. H. B. Hulbert should have been found to encourage him in these futile intrigues, and perhaps it will not be long before the Korean Emperor and people are in a position to note the difference between interested and disinterested friendship and advice. There is not sufficient evidence to warrant the allegation that Mr. Hulbert had anything to do with the sly deputation to the Hague Conference, but that gentleman has only himself to blame if he lies under grave suspicion. It is stated authoritatively that he proceeded to Europe some time ago with twenty thousand yen obtained from the Emperor, as an immediate result of which steps have been taken to protect the Korean privy purse from undesirable drains. There are plenty of men who would gladly go jaunting to Paris on any pretence with such handsome allowances as that, and Mr. Hulbert's luck would undoubtedly have evoked envious and emulators, if that avenue had not been so promptly closed. The private purse of His Majesty—as we must still call him, though the honorific sounds a mockery—is now controlled by a com-

mittee of which the Korean Minister of Commerce, SONG FONG-CHUN, is chairman. It seems not unfair at this juncture to suggest that men like Mr. Hulbert would not "love Korea so much, hated they not Japan more," and there was a gratuitous addition of impudence to the folly of this abortive deputation to the Hague in the preliminary visit of one of its members to the Russian Emperor. It was, however, all of a piece with the notorious Seoul intrigues of pre-Japanese days. Unrecognised and unheard by the Hague Conference, repudiated by their Emperor in a manner strongly reminiscent of the sneak-schoolboy's "peace" mission, these precious deputies are making their way to the United States, where it is to be feared the Yellow Press will be only too ready just now to listen to, garble, and repeat their complaints. The American Government, along with all the other Powers, has accepted accomplished facts, and acquiesced in the Convention of 1905, and it is to be hoped that Washington will therefore do its best to prevent any unnecessary mischief. Japan has a good deal of lurking as well as overt enmity to contend with, and Rauter's suggestion that VIKING HAVAS has hastened to Korea "incognito" may not be as innocent in intention as it looks. Our own correspondent notified us of the Foreign Minister's departure, and mentioned its object as being open and understood. The Korean Emperor personally, it cannot be doubted, has put his foot in it, and he may yet regret his failure to fly at once to ask for the personal forgiveness of his suzerain. If depositions should be his fate, we cannot see that the Korean people generally will be any worse off.

The plague total at date is 130 cases; there was only one yesterday.

Two copies were paid \$25 each, one \$10 and three \$5 each at the Magistracy yesterday for fighting at West P. in the previous day.

The Corinthian Yacht Club's polo team beat the Royal Hongkong Yacht Club's team by four goals to two, not five to two, as reported.

A clan fight between richa coolies broke out in Des Vaux Road West on Tuesday. Six men were arrested, and on being brought before Mr. Hazell, yesterday, were remanded.

A Chinaman, who had formerly been an interpreter at the Magistracy, was placed before Mr. Hazell at the Police Court yesterday, on a charge of obtaining \$300 by false pretences. He was remanded; bail being fixed at \$1,000.

The habit of inflicting the carcasses of animals by blowing into them, indulged in by sundry butchers, is as loathsome as it is dangerous to health, says the *Pearl Pioneer*, and we are therefore glad to find that the local Sanitary authorities are alive to the evils of this practice. A Mahomedan butcher, who was charged with this offence, has been mulcted in the sum of \$5 by the Tai Ping Magistrate.

Mr. Thomas Caldwell, of Belfast, shooting at Irvine in the competition of the National Rifle Club of Scotland for the Thorneburn Cup, created a new record for long-range marksmanship with the match rifle. The conditions were 15 shots at 800, 900, and 1,000 yards on each of the two days of the meeting. Mr. Caldwell finished on the first day with 218 points out of 225, and on Wednesday he made 223, a couple of inches being the only shots which did not reach the bull's-eye. The highest score made hitherto over the same distance was 221 by Mr. Caldwell at Irvine in 1895.

The copper mines of Yunnan province are famous in Chinese history, but for various reasons work on many of them has stopped, so that only a few of the more important are still kept open and worked by the Government. The programme of Peking now is to resume work on all the old copper mines of Yunnan province, and also to prospect for new ones, and to this end "instructions" have been issued by the Ministry of Finance (Tuchihy) to the Viceroy of the Yun-Kui provinces, to begin work on them without delay, with permission to purchase new machinery, if necessary.

The last sitting of the committee appointed to take steps for the due colonisation of the northern, or Russian, portion of the island of Saghalien has been held. The Conference recommended that geological and topographical surveys of the island should be made. The sum of £17,000 would be needed to carry out these surveys, and the Committee decided to ask the Minister of Commerce to grant that sum out of the Budget of the Mining Department. Moreover, it was resolved to petition the Ministry referred to for a grant of money in next referred year's Budget to be spent in building a safe harbour on the Gulf of Tartary.

Those Far Easterners who remember the periodic visits of the Stanley Opera Company will regret to learn of the death, on the 1st instant, at Calcutta, of Miss Fanny Stanley, Mrs. Phillips. It was usual, some fifteen or sixteen years ago, to refer to the Company as Stanley's Afloat, but there were always a few members of the Company who were well worth seeing, and who possessed a considerable amount of ability. Miss Stanley was a pretty, attractive girl, a conscientious actress, but, like many an other member of the profession, she experienced many ups and downs during her short career, which has ended all too prematurely in a Calcutta Hospital.

The calendar for the Criminal Sessions, which opens this morning, has the following cases:—Li Loung, uttering a forged mortgage, Wong Kam alias Lo Chan, disobeying an order of banishment; Kaiser Singh, Rooda Singh, Maher Singh and Sorain Singh, murder.

Twenty-two Trade Unionist Members of Parliament have issued a manifesto, declaring it is time that British workmen protested against the absurdities of some of the Colonial Premiers. It ridicules the so-called offer as worthless, and concludes that British workmen will not be entrapped by exploiters of imperial sentiment on behalf of Tariff Reform.

Scotland seems to be manifesting a useful indifference to the memory of one of her most distinguished sons. Some time ago a movement was set on foot to have a memorial to the Sage erected in Edinburgh. The committee appointed have not been finding their work easy. Though widely circulated, the first appeal brought a beggarly £199 from ninety-two subscribers. In consequence it was suggested that in place of a statue a memorial should be placed in St. Giles Church. Some of the subscribers, however, would not hear of this alternative proposal. The executive are now prepared to carry through whichever of the two proposals becomes possible. To give a stimulus to the movement it is proposed to hold a public meeting in the autumn.

There is mourning in Gloucester over the death of its chief, Major Duncan Cameron Macdonald of Gloucester, which took place in London. Major Macdonald was a direct descendant of MacIain, the chief who with his clan, the Macdonalds, was massacred on February 13, 1692. Major Macdonald was on active service in South Africa during the late war, and won several distinctions. The chief's funeral took place in the burying-ground in St. Munda's Isle, in Loch Leven. The Macdonalds can only lay claim now to a small portion of the historic and romantic estate of Gloucester, where the monument to the memory of the massacred Macdonalds, erected by the late chief's mother, stands, and a small portion of St. Munda's Isle. The remainder passed into the hands of Lord Strathmore some fourteen years ago.

The alarming sequence of "hammerings" of well-known members of the London Stock Exchange, thirty of whom have been declared defaulters since the year opened, has had no parallel since that black week which closed the year 1900. On Friday, December 28, the London and Globe Finance Corporation collapsed was followed by an instant panic, in which the group's shares were out down to half their value at "one fell stroke." On the following morning was witnessed one of the saddest scenes in the history of the Exchange. "The very hand of Barker, the waiter, shook like an aspen leaf as amid death-like silence, he announced failure after failure." Time after time the fatal hammer fell, until twenty-nine members of the House many of them of old standing and repute, had been declared defaulters. Three of the victims counted over a century of joint membership, and three others were, or ought to have been, on their honeymoons.

Earl Pures told the Commons that the action of the Indian Government in reducing the area of cultivation (of opium) was premature. The first step ought to have been taken by China herself, and our Government should have waited until they saw what was the practical effect of that action. A precisely similar edict was issued 25 years ago prohibiting the cultivation and use of opium. Our Consul reported in the first year that he noticed in several places that while the proclamation in a mutilated form was posted upon one side of the road, the poppy was growing upon the other. (Laughter) He made a journey in the country a year afterwards, when there occurred in his report this significant sentence: "The whole country reeks and stinks of opium." If such was the experience of the results of Chinese edicts on the subject of opium in the past, he thought we ought to have held our hand this year until we had some evidence of the practical results which had followed the issue of the edict.

The Director-General of Telegraphs has addressed a letter to the Chambers of Commerce, Calcutta, Bombay, Madras, Karachi and the Punjab, stating that it is under consideration to add to the number of abbreviations mentioned in Rule 56 of the Indian Telegraph Guide, which can be accepted as one word, and asks the various Chambers named to supply him with a list of abbreviations most commonly used in commercial correspondence and arranged in the order of frequency in which they occur, to enable him to judge if any of them can be admitted. The Punjab Chamber of Commerce has passed the following resolution: Letter to be addressed to the Director-General of Telegraphs suggesting for his consideration that the following abbreviations be added to the list referred to as they are all in common use in commercial correspondence, viz., RR, railway receipt, T.T., telegraph transfer; D., District Traffic Superintendent; rpp, reply prepaid; fph, full pressed cables; fbb, free Bombay harbour; fbb, free Karachi harbour; fbb, free Calcutta harbour.

ALLEGED ATTEMPTED MURDER.

On Tuesday an Indian watchman in the employ of Telati and Co. was attacked late at night in his marsh at Wanchai. It is believed that his assailants were compatriots. At any rate a commotion was heard in the locality and when the police arrived on the scene they found the man in such a serious state that he was removed to the hospital. It is understood that the man is a witness in the murder trial which takes place to-day at the Sessions.

TELEGRAMS.

[REUTER'S SERVICE.]

THE NEW HEBRIDES.

LONDON, July 15th.
The British cruiser *Cambrian* landed a force on the New Hebrides to avenge the murder of a European. The natives had some firearms and one bluejacket was killed and one wounded.

AUSTRALIA.

LONDON, July 15th.
The Commonwealth Government is introducing a bill for spending £750,000, in ten years, in bounties for coffee, cotton, hemp, jute, rice, tobacco, and other crops.

THE UNITED STATES AND JAPAN.

LONDON, July 15th.
The Japanese who was suspected of spying in San Diego has been released, nothing of an incriminating nature being found upon him.

The newspapers in New York report frequent collisions with the Japanese in West California.

Baron Aoki, at an interview, condemned as hideously wicked the utterances of irresponsible jingoes which, being transmitted backwards and forwards across the Pacific, tended to involve the United States and Japan in war.

BRITISH RAILWAY CONTRACTS IN CHINA.

LONDON, July 15th.
Mr. Runciman replying to Mr. Rees, in the House of Commons, said that the final contracts for the Shanghai-Nanking and the Canton-Hongkong lines had been concluded, that in regard to the remaining British railway concessions, negotiations were proceeding, and that though the progress was slow, the Government did not anticipate that China would fail in the end to respect their obligations incurred.

[N.C. Daily News Service.]

THE RUSSO-JAPANESE AGREEMENTS.

TOKYO, July 16th.
M. Pokotiloff, Russian Minister to Peking, has received final instructions from his Government regarding the Russo-Manchurian Customs Agreement of which the signature is imminent. A conference was held in Tokyo this morning by the five Elder Statesmen and the principal Ministers; it is believed that they came to a final decision with reference to the Russo-Japanese Agreement and that they are sending Japan's influence in Manchuria will be materially weakened though Russia's preponderating influence in outer Mongolia is recognized. The Japanese public rejoices that the Franco-Japanese and Russo-Japanese agreements will tend to consolidate further Japan's position in Korea, especially in view of the existing state of chaos at Seoul.

The Tokyo sharemarket shows a slight upward tendency in anticipation of the Russo-Japanese Agreement. Japan also is sending instructions to the Japanese Ambassador at St. Petersburg regarding the signature of the Commercial Fishery Treaties.

Tokyo, July 11th.
The "Kokumin" welcoming the Russo-Japanese Agreement says that such an Agreement was vainly contemplated by enlightened Russians and Japanese of all parties. Marquis Ito in 1901 in his visit to Europe in 1901-1902, had the draft of the proposed Agreement in his pocket, but the announcement of the Anglo-Japanese Agreement came unexpected, to the deep regret of not a few statesmen in Russia, including Count Witte. The latter entertained the idea of a Russo-Japanese alliance during the Portsmouth Peace negotiations. Circumstances, however, precluded this also. A rebellious negotiation between Russia and Japan opened the way to such an Agreement, but unfortunately turned out to the contrary. After a quarrel friendship is deeper, but the price paid for the forthcoming Agreement has been very dear. It is, however, exceedingly gratifying that it has been recognized that the East of Asia is wide enough for Japanese and Russian exploitation. The immediate cause of the Agreement is said to be that the military party in Russia is considered the Portsmouth Peace as only meaning a long truce, desiring it imperative to prepare for a war of revenge. The rebuilding of the navy, the doubling of the track of the Siberian railway, and other military movements have originated in these latent apprehensions. The anti-peace riot of September 1905 in Japan was misconstrued into a belief that Japan was a really dissatisfied with the terms of the Portsmouth Treaty, and that she regarded a second war as inevitable. Thus misconception has led to misconception. Meanwhile certain influence have asserted themselves for the alloying of such apprehension, resulting in a satisfactory solution of the Commercial and Fishery negotiations, and finally bringing about the forthcoming agreement.

JAPAN AND KOREA.

TOKYO, July 11th.
Many Tokyo papers to-day have editorials dealing with Korean affairs. Two papers propose that the Emperor of Korea should pay a personal visit to Japan to apologize. Count Okuma considers that the deterioration of the Emperor is now practically inevitable. The "Kokumin" says that, should such abuses be allowed to continue, the Japanese Protectorate will be frustrated, and urges Marquis Ito to come to a bold and unequivocal decision. Japan does not intend to destroy Korea's independence, but in view of the tangible recognition of Japan's position in Korea, as evidenced by the rejection of the deputation to the Hague, Japan is entitled to every means in her power to prevent any disturbance in the Far East. Unless Japan and Korea unite to safeguard the lives and property of the Koreans the civilization of that country is impossible.

ITALIAN'S MYSTERIOUS DEATH.

As reported yesterday, the body of an old Italian was found by the police at his residence on Shaikwan Road. It has long been known that the deceased, who has been for many years in the Colony, earned a rather precarious livelihood as a hawk. He held a licence and was often seen going about with a sack over his shoulders. Shabbily attired, wearing any sort of clothing whether suited to the season or not, he has been a familiar figure on the streets for many years. At one time he kept a shop in Queen's Road where he used to sell things which he had picked up at auctions. Once or twice the police had to take proceedings against him but on these occasions he had a ready excuse and was always able to pay his fine. Latterly he had been living in one of the houses beyond the Korosono Depot on Shaikwan Road, but for a day or two he had not been seen. On Tuesday the police forced open the door of his room and discovered his body much decomposed, showing that death had taken place some days before. Examination showed a small incision in the throat and the circumstances pointed to suicide. Foul play is not suspected.

OPIUM "INFORMERS" PUNISHED.

Two natives who attempted to make something by "informing" have been discovered, and as a result one is undergoing two months' hard labour, and the other six months in addition to having spent six hours in the stocks. They had gone to the Opium Farm with a tally of opium being concealed on a steamer in the harbour. Their particulars were so minute that suspicion was aroused and on the advice of the police they were detained while the vessel was searched. The opium was found as stated, and after further inquiries had been made, one of the men admitted that they had "planted" the opium.

MARINE DISCOVERY AT HONGKONG.

RECHERCHES DE MER.

It is reported that there has been discovered in the waters of the Colony a plentiful supply of a species of trepan, believed to be *holothuria edulis*. When the identification is confirmed, a very profitable industry is promised. The product, so long known as *bêche de mer*, sea cucumber, and dried sea slug, is cured and used by the Chinese as a very popular soup ingredient. Large quantities are imported. The Government has already been approached with a view to necessary permissions and facilities; and a sample may be seen, we believe, at the public museum. Cursory examination of the living animal suggests possibilities of a gelatinous outcome akin to isinglass.

THE GREAT TRADE EXPANSION.

In connexion with the continued important expansion in the foreign trade of Britain, some interesting figures are given by the *Statist*, which remind us that the great expansion commenced in August 1904.

For the twelve months ended July 31, 1907, the value of the exports of the produce of the United Kingdom was £282,000,000; for the twelve months ended May 31, 1907, the value has been £240,000,000, an expansion of £42,000,000, or nearly 18 per cent.

British net imports in the twelve months ended July 31, 1907, were valued at £178,000,000, and for the twelve months ended May 31, 1907, the value has been £144,000,000, an expansion of £34,000,000, or nearly 24 per cent.

Hence, whereas in 1904-05 the excess of imports over exports was £186,000,000, for the last twelve months the excess has been only £144,000,000. This reduction of £42,000,000 in the balance of imports over exports has resulted partly from the remittances to the United States in connexion with insurance losses at San Francisco.

RUSSO-CHINESE BANK & YANG-TZSE INSURANCE ASSOCIATION.

At H. M. Supreme Court, Shanghai, on July 11, before Sir Harcourt de Senneville, J., Mr. T. Morgan Phillips said, as his Lordship was aware, judgment of the Privy Council in this case was delivered on April 28, 1907, and advised His Majesty to grant a new trial in this matter. A final order was made on May 17, 1907 by His Majesty. Counsel's application was that a day should be fixed for the hearing of the new trial in this action. He understood that they would proceed upon the original pleadings in the original case in this action. Counsel suggested that a day in October be fixed for the new trial. His Lordship said it would probably be necessary to fix a day provisionally.

Mr. J. H. Thesdale, on behalf of the defendant, said he thought the date suggested by Mr. Phillips was premature. Counsel suggested the fixing of a day provisionally, in January. The report of the Privy Council said that the defendant had failed to bring evidence of proof. Counsel had to go into the question of evidence again. The principal actors in this drama had scattered and perhaps Counsel would have to apply to the Court for commissions to issue.

His Lordship fixed November 4 as the provisional date of the hearing.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Siberia* arrived in San Francisco July 14th.
The H.A.L. str. *Vandalia* left Keelung on 16th July p.m., and may be expected here to-day a.m.
The H.A.L. str. *Saxonia* left Singapore on 16th July at 2 p.m., and may be expected here on 22nd July a.m.
The N.D.L. str. *Borneo* left Sandakan on Tuesday the 16th July, P.M., and may be expected here on or about the 29th July.
The Ben Line str. *Deutchland* from Antwerp and London, left Singapore on the 17th July for this port.

SUPREME COURT.

Wednesday, July 17th.

BEFORE MR. A. G. WISE (CHIEF JUSTICE).

A CARELESS BROWNER.

Ma Cheung-chau brought action against Loung Kwan-choi to recover \$656.10, being principal and interest due on a promissory note. Mr. F. X. d'Almeida Castro appeared for the plaintiff, and Mr. P. W. Gollring (of Messrs. Gollring and B. Row) for the defendant.

The plaintiff was called, and stated that the defendant borrowed \$600 from him on December 20th, 1906, for which he signed a promissory note.

In cross-examination plaintiff stated that he saw defendant write the note, and paid him the money personally.

Defendant stated that on December 15th he asked his cousin, Kwok Chik-sing, whether he could procure him a loan of \$900. The cousin said he knew a man who would accommodate the loan, but as this man, the plaintiff, wanted 30 per cent. interest, he would not give him the promissory note. He left the signed note with his cousin, however, in order that he might raise the loan from somebody else.

His Lordship—This man is a past master in the art of promissory notes.

Mr. Gollring—I don't know about being a past master, but he has foolishly lent a whole lot of money about the Colony.

His Lordship—What about his sister?

Mr. Gollring—I don't know about her. Defendant is a foolish young man although he has had experience before, but this note was signed prior to the other two.

His Lordship—Judgment and costs for plaintiff.

AN EXACTING TENANT.

J. X. Detellus sued C. S. Remedios claiming possession of part of the ground floor of 29 Mosque Street, which was illegally occupied by the defendant.

Plaintiff appeared in person, and Mr. Gollring represented the defendant.

His Lordship (to plaintiff)—How does the ground floor belong to you?—I rented it from the defendant for \$10 a month, and have been there since December.

Have you paid your rent ever since?—Yes, with the exception of this month.

What is it you complain of?—The defendant keeps his servant and a lot of articles on the ground floor under the stairs.

Has he no right to do that?—No, I have taken the whole ground floor.

When you took it did you agree to let him have the place under the staircase?—I agreed, and he took it with my consent.

And does he use the passage with your consent?—He does.

His Lordship—I suppose he couldn't get in and out without it?

Mr. Gollring—No, my Lord. That is what I am coming to. Continuing, the solicitor asked—Do you claim exclusive right to the kitchen and bathroom?—I claim the whole of the ground floor.

His Lordship—Have you the power to turn him out of the kitchen and the bathroom?—I think I have the right.

Mr. Gollring—The quarrel arose over a small child sleeping there?—Yes, it was the child's child.

His Lordship—Why did you let a child sleep there when it had nothing to do with you?—When I took the house I said it could sleep under the stairs.

Mr. Gollring—Is it not a fact that on the 4th July you gave a month's notice to quit?—Yes.

His Lordship—Then they may have friction for nearly eight weeks yet.

Mr. Gollring—But the defendant can go whenever he likes.

His Lordship—Won't you go?—Well, my Lord, I have given them notice to go, but I won't go at present.

His Lordship non-suited the case with costs.

KOREAN INTRIGUES.

There seems to be no doubt, says the *Japan Mail*, that a Korean of high standing—He is called a prince in the *Hochi's* message—has been officially credited to repair to the Hague and to seek admittance to the Peace Conference where he desires to raise the question of Korea's status. No reasonable person will be disposed to withhold sympathy from Korea's efforts to re-establish her independence, but on the other hand, it is impossible to approve of her methods. One is forced to conclude that she prefers tortuous courses. Even since she took the extraordinary step of deputing an American ex-missionary to proceed to the United States and there open a campaign same time, her Sovereign and his state-mans were actually bowing to Japan's control, her devices have been crushed and surreptitious. That they are open to the charge of bad faith also can not be denied, for if there be in the November Convention of 1905 any condition which leaves no room for misinterpretation, it is the article providing that the country's foreign affairs shall be under Japanese direction. Thus the dispatch of a duly accredited representative to the Hague Tribunal without any previous conference whatever with Japan is an under-hand device, and it moreover violates the singular wave of judgment shown by the Korean Court in all international matters. For it ought to have been quite evident that the Western Powers after having openly endorsed the November Convention by withdrawing their Legations from Seoul, could not be induced to practically reverse that endorsement by admitting a Korean delegate to an autonomous State. That the Koreans should believe in the use of intrigues where they themselves alone are concerned is not wonderful, perhaps, seeing that such a faith has been educated by long centuries of habit. But they seem to imagine that the Occident also is accessible by the same backstairs. All these things go to prove more than ever what an immensely difficult task Marquis Ito has to perform in Seoul. He is perpetually confronted by unscrupulous politicians in whose eyes any very interesting to watch the measures which the Resident General may consider essential in view of this latest occurrence.

FUNNELS AND FLAGS.

On the 11th inst a steel spar-deck steamer was launched at the Kowloon Dockyard, Kowloon, for the Osaka Shosen Kaisha. The steamer has been named the *Kagiy-maru*.

In view of the new mail contract service which begins early next year, the Peninsular and Oriental Company have contracted with Messrs. Caird and Co., of Greenock, for an express mail steamer for their branch service between Bombay and Aden, which is run in connection with their China and Australia line. This vessel will be a mail and passenger boat with a minimum of cargo space and accommodation for nearly 300 first and second class passengers, whose cabins will be to a large extent, on the upper deck, and will possess the most perfect ventilation. The tonnage of the vessel will be 6,000 tons, and her engines, of 10,000 h.p., will enable a sea speed to be maintained of 18 or 19 knots. She will therefore be of the type of the *Isis* and *Odin*, which have carried the mails so successfully between Brindisi and Port Said, but will be nearly four times the size of these steamers.

While there is uneasiness at the firm of John Brown and Company, Clydebank, having acquired an interest in Harland and Wolff (Limited), Belfast, it is believed that the combined firm will cause more work to be placed in the Clyde shipyard. The fact that the combined firm is not yet forthcoming, but the fact that competition will be increased should prove advantageous. The River Clyde is being deepened in order to allow the liner "Lusitania" to proceed to sea, and this should be the means of contracts for giant ships being placed at Clydebank. The announcement of the approaching amalgamation has aroused the keenest interest in Belfast. Messrs. Harland and Wolff will be in the position, once the scheme is matured, of procuring the major portion of their raw material at first hand, and without paying the profits of the middleman. The accession of capital to the firm adds our correspondent's view to the fact that the plans at Southampton, where it is proposed meantime to sink 255,000 in equipping the new yard.

The O. S. K. steamship "Fukushima Maru" in its recent trip from Penang to Hongkong, with the island Government to touch at the Straits Settlements, has been a success. The object of rescuing nine Japanese who left Penang for the island some time ago in a junk and have not been heard of since. They were Mr. Shinokuro Midatani and eight companions who went there for commercial investigation. The steamer was prevented from reaching the island by foul weather, and succeeded in touching it only on its return from Hongkong. On the 11th inst, the steamer approached the alleged uninhabited island, large columns of white smoke were sent up in signal of the survival of the sufferers, who, on a closer view, were found yelling in delight for the rescue within sight. The stranded party was soon taken on board the ship and revived by the kind attention of the ship's crew.

The story was soon told. They left the Penang on April 2nd, and stayed three days at Fisher Island because of the weather. Leaving the island on the 5th, they had to seek refuge in Hongkong, again from foul weather, and reached their destination on the 21st, and have remained there ever since causing anxiety to the Japanese authorities. Unexpectedly they found an old Chinese couple living there who make it their trade to take turtles to the mainland. These showed the utmost kindness to the sufferers, but refused to allow them to share their stock of rice, so that the party were obliged to live on fish and fowls and mulberry leaves, when the rescue came just in time.

The report does not tell what became of their junk, but we surmise that the craft was unfit for use after being knocked about in the rough water.

They found the island however full of rich natural products, specially in sulphur ore, sufficiently repaying the investigators' pains.

Japan Times.

MURDER IN INDIAN MAIL TRAIN.

EUROPEAN POLICE INSPECTOR'S STRUGGLE FOR LIFE.

On the morning of June 24, intelligence reached Chittagong, India, that a terrible murder had taken place the previous night or early that morning aboard the Chandpur mail train, Inspector Crabbe of the Government Railway Police being the victim. The discovery of the crime took place at Shabatali, the next station to Chandpur.

There have recently been complaints of thefts which occurred almost nightly, from first and second class coaches on trains running between Lakshmi and Chandpur. A correspondent of the *Englishman* writes that Inspector Crabbe seems to have received some information concerning these robberies or to have been deputed to enquire into them specially, at any rate he went up one night towards Chandpur stating that he would bring the criminals back with him, or at least find out who they were.

What happened during the night, or more probably the early hours of the morning can only be surmised.

In the same train were travelling a Bengali postmaster, and a European detective. Both these persons have been robbed. The robbers then turned their attention to the compartment where Mr. Crabbe was travelling alone. They secured his watch, which was hanging out on the line. This they did evidently before he awoke. Then followed a terrible struggle, as shown by the state in which the compartment was when examined by the stationmaster at Chandpur. Mr. Crabbe evidently fought fiercely, though evidently surprised in his sleep, for he was a fairly powerful man, and had a revolver with him, which he did not use and which is missing. His assailants must have numbered two or three. That they were desperate ruffians is shown not alone by Mr. Crabbe's murder, but by the fact that one of the gang dropped a butcher's knife in another second class carriage which they had visited.

As the train entered the points at Shabatali the postmaster saw a European fall from it. He says that this is all he saw. The door opened and the body pitched forward to the embankment, rolling down a little. He at once rushed and informed the Babu stationmaster, who was to the spot, where the supposed accident had happened. He recognised Inspector Crabbe, and though he made no examination he saw from the way in which the dead man's hands had been lacerated, and other wounds on the face and front of the body, that a crime had been committed. A hurried look at the compartment confirmed this suspicion. Putting the corpse into the train again he wired to the stationmaster at Chandpur, and the mail went on its way. The stationmaster at Chandpur examined the body, and found that Crabbe had met his death from a knife wound in the back. He then wired to headquarters, and a special train with officers, was at once sent up to the scene of the crime.

PEKING TO PARIS.

MULE MOTOR RACE.

Following was sent to the *Daily Telegraph*—Our Italian car reached Kalgan this morning (June 15) at eleven o'clock, and the others are following. According to news brought by Mongolian muleteers, they passed the night at Kimiti, 220 li in our rear. We fully anticipate that they will reach Kalgan to-morrow.

We were in advance of the time foreseen, as we were able to use our motor for about twelve miles between Huidai and Shimpamwan. After that we again used the engine for another twenty miles before entering Kalgan.

The journey was one of extraordinary interest. On June 12, at half-past four in the morning, we left Chien-chung, drawn by mules and coolies. We soon reached the summit of Nanou mountain, leaving behind the summit of Nanou outlined by the infinite ribbon of the Great Wall. A real road does not exist. There are merely paths created by the usual traffic, and along these we dragged the automobiles just as big guns are hauled into position, each movement being regulated by a signal from our horn. It was hard work preparing a space for the tyres and removing boulders. The coolies seemed to be animated by our will, and they worked with alacrity, uniting their efforts in time with characteristic songs improvised for the occasion. "Push, push," they sang, "and then the fire engine will run by itself."

Their voices resounded through the deserted valleys. Now and again some palanquin drawn by mules or a caravan of camels crosses the horizon. Everywhere we meet with a kindly reception from the population. They bring us fresh water from the wells and ask us respectfully where we are going. When we have passed the village of Turung we decide to attempt to run the machine. We throw off the ropes, fly our flag, and go off at much speed, traversing the path with comparative ease.

We cross through the deep mud and on to the crest of the mountain. Passing through the little villages, we feel the indescribable pleasure which comes from having done something which seemed impossible for the first time. This race in the sight of Chinese pagodas seems to be a dream, and we are compensated for all our fatigues.

Our Occidental pride reaches the apex of satisfaction. From all houses there issue women and children—a picturesque crowd in their strange habiliments, more strange than those of the Pekinese. They form a vivacious throng along the mud walls of the village. But there is no sign of excessive wonder. On the contrary, a tranquil and benevolent curiosity. Many of them shout out "She uo!" ("here is the railway"). Countrymen at work often look at us, but without interrupting their occupation, as if they had seen automobiles at their lives. All of them know the railway by report, as it is here that the Kalgan line will be begun. Consequently they believe that they are witnessing the passage of the first train.

On the evening of the 12th we reached Shimpamwan without incident. The machine was in the best condition, the only inconvenience being the case in which the motor heated owing to the continual effort to overcome hard places. But everywhere there was abundance of fresh water to make our thirst and that of the engine.

We start again on the morning of the 13th, under a starry sky, once more drawn by mules and coolies. We shall remember this day as the richest in fatigues and emotions. A hundred times we run the risk of seeing the automobile fall over a precipice or be dragged down by rocks or got buried in mud.

In the neighbourhood of Shao-hui-huen the rain had formed a veritable sea, and the crossing of the car became a matter of the axes. It was also held up by the immense roots of trees, which prevented us from drawing it any further. We had, therefore, to work with axes to cut the roots away, and got it free with desperate efforts. But worse experiences awaited us in crossing the valley of the Huan River. The road passes over a mountain, and we had on the left side a precipice and on the right a wall of rock.

It was like getting up a regular staircase out in the rock, and every moment we ran the danger of breaking the engine on the great boulders which lay in our path, and which were practically unmovable. Sometimes the road almost disappeared between narrow walls, giving the impression that the automobile was absolutely closed in and could not bear advance nor retreat. At such moments our hearts nearly stood still with feeling of discouragement and fear.

The machine, however, could not stand the immense strains that were put upon it, and under which the wheels cracked and ground. The hills were precipitous, and to overcome them we attached long cords to the front of the machine and the coolies placing their weight behind, we proceeded inch by inch with the make up. The heat of the rocks, warmed by the sun, was tremendous, and the road was so fatigued that the coolies, especially when we had to work with pick and shovel in order to smooth our passage. A good twelve miles were passed in this manner, until we entered the sand hills of the plain of Shin-wa-fa. The mountain of Shin-wa-fa sent out two horse soldiers to meet us, who had the appearance of brigands. They looked us over, and then went off at a gallop towards the town. Here, however, we perceived a curious cavalcade coming in our direction, formed of old citizens, functionaries and soldiers, desirous of seeing the mysterious foreign machine in motion. The multitude surrounded us, and had to be dispersed by the soldiers with blows if their sticks. Thus we made our triumphant entry into the suburb, where we passed the night.

The crowd kept with us until late, asking to be allowed to see the machine run. We satisfied them by taking a turn round the courtyard of the inn, in the midst of camels, pigs and dogs, until the police arrived, who dispersed the throng and mounted guard around the automobile.

about twenty of them with a motor. Thenceforward the plain, unless it is spoiled by the rain, will offer us an excellent track about 1,000 kilometres, until we reach Urga, which we shall do easily in four days. To-day we met our first Mongolians, in their characteristic red woollen mantles. They saluted us deferentially. Our car, which was admirably prepared for the journey, has been in trials in an excellent manner. A great crowd comes to see it in the courtyard of the Russo-Chinese Bank. Lamas, mandarins, missionaries, Buddhist priests, and Russian merchants all come, impelled by the same curiosity. The people even climb on to the neighbouring roofs in order to look at and discuss the strange engine. The French and Dutch cars arrived here at eight o'clock this morning in good condition. They were delayed by the Canal trier, whose wheel could not overcome the deep ruts.

ARBUETHNOT AFFAIRS.

At the Madras Police Court, on June 21st, Sir George Arbuthnot was formally committed to the Sessions in the Rajah Kishan Bahadur's case, the Equitable Assurance Co.'s case and on the charges made against him in connection with the Industrial Bank.

In the first named he was charged with cheating Rajah Kishan Bahadur by inducing him to continue a fixed deposit of Rs. 2,000,000, giving him a cheque for interest thereon for Rs. 17,500; knowing that the cheque would not be cashed.

In the Equitable Assurance case he was charged under sections 494, 499 and 499 of the Indian Penal Code in that on the 31st July, 1906, he was entrusted by the Society with Rs. 82,275 for certain purposes, namely to pay claims of the Society, and he was charged with investing in Government securities, and in purchasing Government paper and Rs. 14,272 which should have been utilised in paying claims. In the case of the Industrial Bank he is charged under sections 494 and 499 of the Indian Penal Code with dishonest misappropriation and converting to his own use of property of the Industrial Bank, by raising an unnecessary loan of Rs. 10 lakhs on debentures and utilising the money for Messrs. Arbuthnot & Co.'s purposes, and finally with leading Rs. 2 lakhs, the property of the Industrial Bank to the Mysore Sugar Company for the purposes of Messrs. Arbuthnot's, when he knew the Sugar Company to be bankrupt.

Sir Henry King said he would file a list of witnesses within a fortnight.

RAUBS.

"Shareholder" writes to the *Straits Times*—Singapore, July 9th 1907.

As there are a great number of people interested in this Mining Company who are entirely dependent on the monthly reports of the manager of the mine for estimating the value of their shares, I am sure that the Directors would greatly oblige the shareholders if they were to publish their monthly statement of output, and that the "Shareholder" by which future conflicts and difficulties in these regions may be avoided in the future. Such negotiations, if satisfactorily completed, will be approved of by all. But it is one thing to draw up a Treaty, quite another to abide by its provisions. The fact is, treaties, generally speaking, hold good just so long as the parties concerned see that it is advantageous to keep them. It is in this respect that the great difficulty in dealing with the St. Petersburg has always been found. Time after time successful negotiations have been concluded between ourselves and Russia. We remember the reiterated assertions of the Russian Foreign Minister in 1893 that the Czar had no intention whatever of extending his frontier towards Afghanistan or Persia. Within a few years, however, Russian troops had crossed the Caspian and laid claim to Turkistan. Then a little later Mr. W. was accepted, despite Mr. Gladstone's protest that such action would be considered a casus belli. For the present it is not our business to lay stress on the fact that no matter how advantageous a Treaty with Russia may appear on paper, the chances of its being carried out are, and always have been, very doubtful. Moreover, as regards Central Asia, the temptation on the part of Russia to break through any treaty obligations is very great. Negotiations may retard her march in this direction, but the Treaty has yet to be drawn up that can stay her natural impulse.

WEDDING ON SKATES.

AMERICA'S LATEST NOVELTY.

Automobile weddings in America, with the pastor tying the knot while the machines are dashing along country roads at full speed, have already been described. Now we have a wedding on roller-skates. This pleasing innovation was successfully inaugurated in Paradise Park, Brooklyn, last month, and in view of the craze for roller-skates which now exists, rinks with thousands of fashionable patrons being established everywhere, it may become popular.

Mr. Raymond Barrett and Miss Susan Pierce have the distinction of being the first couple married on roller-skates, and the Rev. George Dalton, of Brooklyn, the minister who officiated, was also on skates. Mr. Barrett, a wealthy young engineer, first met Miss Pierce at Paradise Park, whither she used to come to skating. He was enthusiastic about roller-skating; so was she, and in the course of time they became enthusiastic about each other. Both had the skating mania in such an acute form that when Mr. Barrett asked Miss Pierce if she would be his bride and all he said she gladly would if he would keep his skates on. He said he would not take them off for anything, and so they were married with their skates on.

About 500 roller-skaters gilded into Paradise Park to see the ceremony. While they were waiting for the Rev. Mr. Dalton and his skates to arrive the band played Mendelssohn's "Wedding March" and Vesta Victoria's "Waiting at the Church." At last the minister arrived, and donning his skates, and after a few fancy flourishes, Mr. Dalton led the bride party to the altar at a good clip on his skates. As he advanced and swept and pirouetted along the floor all the boys said he cut a handsome figure, and the girls said he was "just too sweet for words." An American phrase, frequently employed by American ladies. After him came Mr. Barrett and Miss Pierce on their skates, and the best man, Mr. William Foster, and the maid of honour, Miss Katie Monroe, on theirs. Without an such as once falling all over himself, Mr. Dalton personally conducted the whole rinky of roller skaters to a canopy at the end of the room, where, without removing his skates, he pronounced the solemn words that made Mr. Barrett and Miss Pierce man and wife. Then there was a big sigh, at which nobody took their skates off, and after the happy couple skated out to a carriage and began their wedding journey to Atlantic City.

Since the famous question-braided breakfast at Newport, where every guest best rode a horse, there has been no such diversion created as by Mr. and Mrs. Barrett's nuptials.

RUSSIA AND ENGLAND.

The *Globe* says:—Sir Edward Grey was interrogated in the House of Commons yesterday as to the negotiations between ourselves and Russia, relative to Central Asia. The relations of the Foreign Minister was natural. From his reply, however, we learn that the sole object in view is to arrive at some "modus vivendi" by which future conflicts and difficulties in these regions may be avoided in the future. Such negotiations, if satisfactorily completed, will be approved of by all. But it is one thing to draw up a Treaty, quite another to abide by its provisions. The fact is, treaties, generally speaking, hold good just so long as the parties concerned see that it is advantageous to keep them. It is in this respect that the great difficulty in dealing with the St. Petersburg has always been found. Time after time successful negotiations have been concluded between ourselves and Russia. We remember the reiterated assertions of the Russian Foreign Minister in 1893 that the Czar had no intention whatever of extending his frontier towards Afghanistan or Persia. Within a few years, however, Russian troops had crossed the Caspian and laid claim to Turkistan. Then a little later Mr. W. was accepted, despite Mr. Gladstone's protest that such action would be considered a casus belli. For the present it is not our business to lay stress on the fact that no matter how advantageous a Treaty with Russia may appear on paper, the chances of its being carried out are, and always have been, very doubtful. Moreover, as regards Central Asia, the temptation on the part of Russia to break through any treaty obligations is very great. Negotiations may retard her march in this direction, but the Treaty has yet to be drawn up that can stay her natural impulse.

SIR IAN HAMILTON ON RIFLE SHOOTING.

On the occasion of the prize-giving after the rifle meeting on Salisbury Plain, Lieut.-Gen. Sir Ian Hamilton delivered the following remarks on the value of the new short rifle and on the relative merits of rifle and bayonet.

"I have watched your shooting with the deepest interest and not ungenerally perhaps, I watched my own competition most narrowly of all. When I saw your teams of four rush over the 100 yards, and in the space of a few seconds knock down the four tiles not much bigger than a man's head, and just visible at 200 yards' range, I could not help thinking what a fine war weapon we possessed in our new rifle. I saw one team of R.E. enter, armed with the long rifle. Before they could knock down a single one of the tiles opposed to them, they were four of the tiles facing their rival team were lying flattened out on the ground. This is a very good practical proof. I think of the superiority of the new short rifle, not perhaps for the more old-fashioned style of competitions which consist in firing at a bull's-eye under unnatural conditions, but for war. As I watched this competition I thought too, how much better our men shoot than they used to do, and also than the men of any foreign army I know. In Manchuria, for instance, I have seen Russians and Japanese hobnob up and down out of their trenches or cover, not at 200 yards, but at 50 yards, and at that range go on missing one another for so long that at last they took to the bayonet and to the butts of their rifles as the only final solution. Theorists have since deduced from this the amazing argument that bayonet and submachine guns are all coming back again into general use. But you believe a word of it. No man who has still common sense left to put a cartridge into his rifle, and who has shot through these competitions yesterday and to-day, need have the smallest anxiety about an adversary bent on using a bayonet or sword. The man with the bayonet or sword can only get in if the man with the bullet gets harried and loses his head."

A new issue of stamps for Indo-China is almost ready. It differs altogether from the present issue in size, ornamentation, and setting. The designs will typify the native races of the Colony. The only drawback to the new stamps arises from the value being expressed in francs and centimes, instead of in dollars and cents, the local currency.

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INTERNATIONAL ROBBERS.

GUANO DISCOVERED IN JAVA.

The other day, says the *Straits Times*, we published a special telegram, announcing the discovery in Java of an international gang of robbers, some of whom had enlisted in the Dutch army and had been arrested.

Further particulars by mail show that the clue, which led to the discovery, was unravelled during the time inquiries were being made in to the circumstances of a daring robbery at a Government Treasury in Mid-Java, which had been broken into at night. The burglar proved to be a German soldier, who had deserted. In his possession was found a passport ticket to Singapore.

When arrested, the German betrayed his accomplices. They turned out to be three more foreign soldiers, who had also deserted from their respective regiments. Further investigation left no doubt that these men formed part of a gang which had committed many robberies in Java recently.

On one of the men, letters in French, English, German, Italian, and Spanish were found. They were all addressed from Chicago. The "Sourabaya Handelsblad" hears that last year several members of a gang of thieves left Germany for Java, where some of them joined the army, while others found employment in civil life. Other members of the gang went to America. They all had to leave Germany from fear of detection. They kept up a correspondence which showed that the arrested members had led a career of crime in Java. The names of the whole gang are known as well as their false names.

The police investigations have resulted in the discovery of letters written by hitherto unknown members of the gang. These letters have thrown much light on the affair, and may lead to further discoveries and arrests.

CHINA TEA AGAIN.

The men or women who take a daily cup of tea in the tea-rooms of London have probably noticed how much more China tea is used, for to-day, than it was five to ten years ago. And to ascertain what likelihood there is of our going back to an almost exclusive use of China tea, a *Westminster Gazette* representative has made inquiries into about Ming-shan-lan. The general opinion of tea brokers is that the consumption of China tea is decidedly on the increase, although the amount cut out of Britain is less than it was five to ten years ago. In 1906/7 the weight of China tea imported was 15,314,930 lb., while in 1905-6 it was 13,446,477 lb. But, said an expert, you must remember that we now import far less China tea for the Continental markets than we used to do. Where Continental countries used to get nearly all their tea through us, they now get nearly the whole of it direct. Owing to the British sailing tea-clippers of the past being by far the fastest of their kind, we got a sort of monopoly in that way, and it was kept up into the steamship days; but the peoples of the Continent are now bringing their tea in their own steamers, so that what comes into the country comes almost entirely for home consumption.

Without a doubt, I should say that the awakening taste for China tea, which is certainly less harmful than the Indian or even the Ceylon teas, is largely due to such places as the A. B. C. and Lyons's depots selling good China tea at cheap rates. At the same time, the other teas have made no perceptible decrease in consumption. Whether or not we are going to see a general return to the drinking of China tea is another matter. On the one hand, some of the tea-growers in Ceylon are growing more and more rubber-trees, to the exclusion of the tea-plant, because their soil is so suitable to rubber, which pays them better than tea; so that the day may be coming soon when there will be no Ceylon teas.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 17th at 12.25 p.m.—The Japanese observations of yesterday afternoon, received here this morning, show that a depression was lying then to the S. of the Loochans. The returns both from Japan and Formosa are being this morning.

The barometer has fallen slightly over China and remains low, about 0.15 inch below normal over the coast generally. It is also about 0.1 inch in defect over the Philippines.

Unsettled, squally weather will continue to prevail in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.51 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood (*)
Formosa Channel Variable winds, mod to fresh.
South coast of China between Same as No. 1.
Hongkong and Loochans Same as No. 1.
South coast of China between Same as No. 1.
Hongkong and Hainan Same as No. 1.
(*) W. or variable winds, moderate or fresh, squally thunder showers.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cream Charcoal, Lait Chamant and Special Skin Tonic and Foudry Charcoal will enable you to do it. Har Specialties for the Skin are the study of a lifetime. A.S. Watson & Co., Ltd., Sole Agents.

CHINESE CRUISERS' VISIT.

ABSD "INTERVIEW" WITH A TAO-TAI.

The Tao-tai Tsai-Ting-kan, who accompanies the Chinese Cruisers on their visit to the Straits Settlements and F.M.S., gave his views in Saigon with great frankness, according to the *Straits Observer*. Asked as to object of the cruise he is reported to have said: "Well, we wish to show our ships. They are few enough in number. But wait! We are waiting up. Look at these monkeys of Japanese, what they have been able to accomplish. And yet it was because they had to do with Russians, who were pitiable, others would have given them a brushing down."

Still he was somewhat vexed. We have slept like numbs, and though we are the last to wake up we shall not any longer be backward. Opium? The smoking of opium must come in China. That must be at any cost, or we are lost—We do come here to beg. It is the English papers that have spread that report. Distrust the English Press when it gives Chinese news; it wishes to isolate us in order to better take advantage of us. We come here, as elsewhere, as friends and to see our compatriots. The Japanese? They have become insupportable, and would like to keep us in tutelage. We do not wish anything of any kind. We are a nation of merchants who should be on good terms with all the world. Still as we have no money, we must be able to reply to them. In ten years from now, we possibly have to fight against the Japanese, or possibly Russia will fall on their back again. It is not possible to live with them; they are without honesty."

The Tao-tai spoke in English, and what he said appears in French in the *Opinion*, from which we have translated, says the *Hongkong Times*. We presume that he was misunderstood, and that he did not use terms of insult towards any nation.

INDIAN RAILWAYS.

India, possesses today close on thirty thousand miles of railway open, and to this each year that passes sees the addition of about seven hundred miles. Yet there was a time, separated from ours by scarce two generations, when India, generally speaking, was little better off than the master of communications than any other country in the world. We do not wish anything of any kind. We are a nation of merchants who should be on good terms with all the world. Still as we have no money, we must be able to reply to them. In ten years from now, we possibly have to fight against the Japanese, or possibly Russia will fall on their back again. It is not possible to live with them; they are without honesty."

HARBIN.

Russian business men centered at Harbin are moving effectively to disable the political power and activities of Chinese Eastern and Central Manchurian railways, which amalgamated with the Primorsk railways, now form one instrument for the promotion of the Russian imperial policy in Manchuria and Mongolia. On account of the government dominating the invested interests from Irkutsk to Vladivostok, the administration of the amalgamated railways will be held by Harbin townspeople, be a barrier against foreign trade, and therefore they demand as a free and perpetual gift, with the right of self-government, the site of the city of Harbin, together with land which is now controlled by the railways for expansion, and are forming a scheme for self-government for the purpose of attracting foreigners. As all interests at Harbin are subject to the Russian administration, the opening of Harbin to international trade is looked on as a farce and the position of the foreign consuls is regarded as absurd. Pending the demilitarization by China, Russia and other powers of the political ownership and status of the boundaries of Harbin, claimed to be on Russian soil the French and American consuls ignore Russian jurisdiction, while the Japanese are tampering with the railways administration.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS FOR KOBE.

THE Steamship

"NICHIREI MARU."

Captain R. Minagawa, will be despatched for the above Port DIRECTLY on or about SUNDAY, the 21st inst. at 5 p.m.

For Freight apply to

THE MITSUI OSEKA KAISHA,
Agents.
Hongkong, 18th July, 1907. 1220

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIEFFEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 17th inst., at 9.30 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m.

All Claims must reach us before the 23rd inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
Agents.
Hongkong, 17th July, 1907. 5

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 16th July, will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, 17th July, 1907. 18

NOTICE.

NOTICE IS HEREBY GIVEN that owing to the INCREASE of the BUSINESS of MESSRS. H. PRICE & CO., Wine Merchants of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited liability under the name and style of MESSRS. H. PRICE & CO., LIMITED, with Mr. A. E. ROBINSON as its Manager.

All Debts due to, and owing by, the late firm will be received, and paid, by MESSRS. H. PRICE & CO., LTD.

H. PRICE & CO., LTD.
H. PRICE & CO.
Hongkong, 1st July, 1907. 115

貨 KUNG YIK GODOWNS.

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 178, SHAK TONG TSI, Praya Road, 3rd Lt. Nos. 24 to 205, formerly known as the Po On Godowns, the lease for which having expired—have been taken possession of by the Landlords, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YIK GODOWNS.

The KUNG YIK GODOWNS, Agents "The SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD., SAM WANG & CO., LTD., Telephone: No. 321. Address: 81, Queen's Road Central. U YUK CHI, Managing Director. Hongkong, 3rd July, 1907. 1107

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCUMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 481 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

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INTIMATIONS

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.
Hongkong, 15th July, 1907. 1181

KOWLOON BOWLING GREEN CLUB,
AUSTIN ROAD.

AN OPEN AIR CONCERT will be held on the GREEN, on SATURDAY, July 20th, commencing at 7 p.m.

Machado's String Band will be in attendance. Tickets: \$1 each can be obtained from Members, or at the Gate.

P. H. NYE,
Hon. Secretary.
Hongkong, 15th July, 1907. 1113

COGNAC.

MESSRS. JEEJEEHOY & CO., 25,
Hollywood Road, beg to inform their Customers and the General Public that they now have on Sale the following brands of COGNAC which are patronised by connoisseurs throughout Indo-China:

BOUILLIER, G. BRIAND & Co's \$25.00
FELIX TILLAC & Co's 14.50
GEORGES ROZEAU & Co's 14.50
Hongkong, 1st July, 1907. 1152

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1907 will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 16th instant to THURSDAY, the 25th instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1907. 1196

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six Months ending 30th June, 1907, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED from THURSDAY, the 18th instant to MONDAY, the 24th instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
General Agents for the
West Point Building Co., Ltd.
Hongkong, 12th July, 1907. 1205

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N.S. 420, dated Hongkong 9th July, 1902 for Ten Shares of this Bank numbered 14821 to 14832 inclusive registered in the name of CHENG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the original Certificate No. N.S. 420 will be thereupon treated by this Corporation as Null and Void.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th July, 1907. 1210

WANTED

YOUNG EUROPEAN for Office Work. Good Bookkeeping experience necessary. Apply in first instance, stating age, qualifications, and salary expected to

Care of "Daily Press" Office.
Hongkong, 17th July, 1907. 1219

WANTED.

SMART CHINESE-SPEAKING FOREIGNER for Canton, State Age, Experience, Nationality and Salary to

Care of "Daily Press" Office.
Hongkong, 16th July, 1907. 1217

SITUATION WANTED.

A LADY of Experience in Teaching, and holding Diplomas, desires Employment in a Family or School. Branches: English, French, Piano, etc.

Address answers to— Z. B.,
451, Friedlandstrasse, Tsingtau.
Hongkong, 9th July, 1907. 1180

FOR SALE

TWO VERY VALUABLE PIECES OF

LANDED PROPERTY Situate at CANTON near the Hongkong, Canton and Macao Steamship Company's Wharf and facing the river. The lots contain by measurement 50 "changs" or thereabouts. Title Deeds can be seen at the Office of the Undersigned.

For further particulars, apply to
GOLDING & BARKLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 22nd May, 1907. 970

COLLECTIONS OF USED POSTAGE STAMPS

IN PACKETS.

ASIATIC STAMPS. 50 for \$3.00
100 for \$5.00
150 for \$7.50
200 for \$10.00
250 for \$12.50
300 for \$15.00
350 for \$17.50
400 for \$20.00
450 for \$22.50
500 for \$25.00

Also Stamps in bags, sets, &c., &c.
ARTIST PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.
GRACA & CO.,
Hongkong Hotel Corridor. 1145

TO LET

TO LET.

"STONHEVED" 33, Robinson Road.
Nos. 52, 57 and 59, CAINE ROAD.
Nos. 27, 29, 31 and 33, SEYMOUR ROAD.
Apply to—
SAM WANG CO., LTD.
81, Queen's Road Central.
Hongkong, 11th July, 1907. 1103

TO LET.

FROM 1st JULY.
LARGE AND SPACIOUS GODOWNS
Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1907. 809

TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS,
Kowloon. Moderate Rental. Tonsie Court and Electric Lights.

No. 45, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July, front and back Verandahs. A fine Bungalow. "CHERUB VILLAS." Cheap Rental.

Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 20th June, 1907. 889

TO LET.

A HOUSE IN KNOTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1907. 1192

IMPORTANT NOTICE.

SEMI-DETACHED VILLAS, TO LET
with Five Big Rooms, in Garden Road, Kowloon, near the Ferry Wharf. Electric Fittings laid on. Rent exceptionally low, \$90 per month including taxes.

Apply to—
H. RUTONJEE & SON,
No. 5, D'Aguiar Street, Hongkong, or
No. 45, Elgin Road, Kowloon.
Hongkong, 15th July, 1907. 1212

TO LET.

POSSESSION FROM 1st APRIL.
2 Semi-detached HOUSES, Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarters and Grass Tennis Court.

Apply to—
CHUNG CHINAM,
Yan On Marine & Fire Insurance Co., Ltd.
Hongkong, 1st March, 1907. 482

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1907. 97

TO LET.

OFFICES IN ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 1800

TO LET.

NO. 1, WEST END TERRACE, Shamshau, Canton.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1907. 91

TO LET.

"BERIL" No. 1, GARDEN ROAD,
Kowloon. Containing 8 Rooms and Garden. Possession 1st June, 1907.

Apply to—
H. M. H. NEZAZEE,
Hongkong, 29th May, 1907. 982

TO LET.

NOS. 3 & 5, CARNAYON VILLAS,
Kowloon.
Apply to—
HEWAN & Co.,
No. 15, Connaught Road, West.
Hongkong, 1st May, 1907. 324

TO LET.

ONE OFFICE-ROOM on Second Floor
PRINCE'S BUILDINGS.
Apply to—
REUTER, BROECKELMANN & CO.
Hongkong, 23rd April, 1907. 735

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE MATHESON & CO., LTD.
Hongkong, 24th June, 1907. 1104

TO LET.

WITH POSSESSION FROM 1st JUNE—
IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

TO LET.

NO. 2, HOLLYWOOD ROAD, and No. 5, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
No. 38, CAINE ROAD.
Auction Rooms, No. 2, Zetland Street.
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tonsie Court.

No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 11th July, 1907. 94

TO LET

TO LET

GODOWNS Nos. 55, 56, 57 and 109, Praya East.
Apply to—
CHATER & MODY,
Victoria Building.
Hongkong, 20th June, 1907. 1089

TO LET.

QUEEN'S GARDENS No. 10, for August and September. Rent \$100 a month.
Apply to—
A. W. BREWIN,
Registrar General's Office.
Hongkong, 15th July, 1907. 1211

TO BE LET.

S from the 1st August next, No. 5, MORRISON HILL.
Apply to—
MESSRS. JARDINE, MATHESON & Co., Ltd.
Hongkong, 1st July, 1907. 1151

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon.
No. 4, SEYMOUR ROAD, Hongkong. Cheap rent.

Apply to—
SPANISH DOMINICAN PROCUATION.
Hongkong, 25th June, 1907. 1114

TO LET.

SHAMSHAU—CANTON.
TO LET in SUN LIFE BUILDING.
French Concession, Large, Well-lit Offices. Godowns also, if required.

Apply to—
POWELL GRANT.
Hongkong, 13th July, 1907. 1209

TO LET.

SHOPS and FLATS in Des Vaux Road Central.
No. 6, CAMERON TERRACE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 15th July, 1907. 1155

TO LET.

"GLENWOOD" Caine Road, suitable
for a Boarding house or Club. Containing 25 Rooms. This property would be divided into two or more houses to suit tenants. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell Macgregor). BEILLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3 and 4, ALBANY.

No. 8, BEILLIOS TERRACE, Corner House, 1st Row.

No. 6, DES VEAUX VILLAS (PRAY). No. 1 and 2, BEACONSFIELD ARCADE.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 1st July, 1907. 1102

TO BE LET.

SHAMSHAU—CANTON, No. 24.
From the 1st January, 1908, Premises now occupied by the East Asiatic Trading Company.

Apply to—
JEBSEN & CO.
Hongkong, 10th July, 1907. 1197

TO LET.

3 STORED GODOWN No. 127, Wanchai Road.
Apply to—
REUTER, BROECKELMANN & CO.,
Prince's Building.
Hongkong, 27th June, 1907. 1126

TO LET.

NO. 28, LEIGHTON HILL ROAD.
Immediate Possession.
Apply to—
THE COMPTON,
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. 338

TO LET.

A suit of 3 LARGE and ONE SMALL
ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenalee". Can have the use of a Kitchen, can be rented singly or the whole.

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters.

ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.

Apply to—
DAVID SASSOON & Co. LTD.
Hongkong, 24th May, 1907. 821

TO LET.

TWO ROOMS on Third Floor, HOTEL
MANSIONS, suitable for Offices.
Possession from 1st August next.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd July, 1907. 1159

TO LET.

"HATHERLEIGH" CONDUIT ROAD.
No. 1, RIPON TERRACE, BONHAM ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1907. 1169

TO LET.

LARGE and AIRY OFFICES in No. 4, QUEEN'S ROAD.
SUITE ROOMS in Queen's Road Central with Bath Room.

Apply to—
FREDERICK ELLIS,
4, Queen's Road Central.
Hongkong, 17th July, 1907. 1218

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPERTIES £300,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 1/2 " for 3 " 3 " " "

JOHN ARMSTRONG,
Manager.
Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,250,000
PAID UP £500,000
RESERVE FUND £170,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits: 12 months 4 per cent. For 6 " 3 1/2 " For 3 " 3 " " "

EVAN OMMISTON,
Manager.
Hongkong, 30th April, 1907. 24

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,000

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st December, 1905 £17,837,119.

I. AUTHORIZED CAPITAL... £2,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 637,500 0 0
II. FIRE FUNDS... 3,387,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SUEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 116

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Agents.
Hongkong, 13th August, 1906. 29

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Commissions solicited. Account Sales rendered and settlement effected promptly. No. 8, Queen's Road Central, Hongkong.

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"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

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SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Wing Lok Street, (1st Street West of Central Market) Telephone No. 515

PHOTOGRAPHER.

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8, Queen's Road Central.

Good Panoramas. Views of Hongkong, recently taken, on sale.

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Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 8A, Queen's Road Central (First-floor).

IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Metals, Hardware, Muntz's Metal, Steel Boiler and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Lok Street (Lane) com 171, Queen's Road Central (1st Street West of Central Market) Telephone No. 613. Hongkong, 1st March, 1907. 412

INTIMATIONS

STORAGE.
For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.
Portion of MARINE LOT Nos. 31 & 32 on PRAYA EAST. Approximate AREA 15,000 SQUARE FT. 339 YEARS LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. 1106

Cunliffe, Russell & Co.
The Pioneer Experts in Practical Bonds.

10 & 12, Place de la Bourse.
SECURITIES issued by PARIS European Gov'ts and Municipalities offering prospectus returns.

To be purchased for cash or on the "Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in Premium Bonds and other advantages absolutely obtainable elsewhere. Bonds guaranteed for capital facilities for payment. Numbers checked and drawn. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

1913

LADIES' AND GENTS' BOOTS AND SHOES.
EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.
PRICES MODERATE.

A TACK & CO.,
25, DES VUEX ROAD CENTRAL.
Hongkong, 18th January, 1907. 30

MARTIN'S APIOL-STEEL PILLS
For Nervous Exhaustion

CHAPOTEAUT'S PHOSPHOGLYCERATE OF LIME
The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, etc., and in delicate sexual cases, dyspepsia of nervous origin and insomnia. Its ready assimilation and profitable digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)
PHOSPHOGLYCERATE WINE (CHAPOTEAUT)
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)
8, rue Vivienne, PARIS-FRANCE

A MAHARAJAH ON POLITICS.

The Maharajah of Bobbili writes to the "Madras Mail" as follows:—
"The present unrest in India is chiefly caused by the rash and inflammatory speeches of some discontented men, who have no forethought of events and who do not realise sufficiently the effect of such utterances on illiterate people. You know two such men have recently been deported by Government, but I much regret to find many highly educated men all over the country strongly condemning this procedure. It has always been the general rule of every Government to deport seditious people, as to make it impossible for them to create mischief, the same punishment, even in regard to their sons, brothers and other near relatives. Deported by the ancient laws of this land, I do not quite understand why Government should be condemned for having done the same things in present circumstances. In my opinion Government have acted most wisely in adopting the most effective method of nipping the evil in the bud and preventing further mischief. They are certainly entitled to our grateful appreciation and not to crying criticism."

Why do you speak "Hinde Mataram" when you meet a white man and about at him? Of course, every nation must love its own country and its own people. The British have already established their Government 150 years ago. Since then our country, India, has become their country as well as ours and we have been ruled by them. Hara Government, India, but to protect us from the mischief behaviour and ruin that result by the present unrest.

"Since the Russo-Japanese war I have heard our people say there has been no such patriotism in India as animates the people of Japan. There was indeed a certain amount of patriotism in this country in ancient times, but since the formation of the caste system it has died out altogether. So long as the caste system continues there will be no patriotism amongst us Hindus."

"It has always been the case with Brahmins to set themselves against their Kings and oppose them, now not only Brahmins but other classes of our community join in opposition to the Government and consequently Lala Lajpat Rai and Ajit Singh were punished. You Hindus should never take upon yourselves this dangerous movement and join in attacks against the Government. If you mingle yourselves in the present unrest I am afraid you will be ruining your prospects in life in every way."

Youth is the time for study and the formation of character. You have yet to acquire those moral and intellectual qualities which will make you fit for a useful career in life and this period of life should not be frittered away in political agitation. It is highly injurious to the political interests of a country that its youth should abandon their legitimate function and take part in a movement like the present one.

In the fullness of time, as we acquire higher capacity and character, Government will give us all that you are now agitating for, such as the elevation of Indians to higher posts in the public service, the expansion of the Legislative Council, etc. These benefits sent forth from Government by the present movement of agitation.

"It is my fancy to think that you can raise your own forces, struggle with Government for the purpose of attaining your imaginary object and you are entirely mistaken. If you really entertain such an idea, the quiet and communities which were allotted for the military purpose in this country are indeed very far. Among them the independent Chief, Maharajah, Zamindars and others of any status are the Sikhs and Mahomedans are likewise strongly attached to Government. None of these will ever encourage the present agitators, on the other hand they will use all their power and influence to defeat them. I strongly advise young men who are still on the threshold of life, for their own sake for the sake of their country, not to join the present seditious movement."

BRITAIN'S FUTURE ARMY.

Little more than three months ago, Mr. Haldane, when introducing the new Army Bill said:—"We are very keenly conscious that the unsatisfactory state of the Forces of the Crown is producing a certain amount of unrest in the public mind, and if that unrest is not allayed the result will be... an organized movement for compulsion." This prophetic prophecy is being fulfilled with startling rapidity. The Bill, emanated by concessions to the Labour Party on the one hand and to the Unionists on the other, attests no political party; the scheme for the Territorial Army inspires no confidence, while the amendment recently moved in the House of Lords by Lord Roberts and supported by Lord Minto but heralded the organized movement towards universal service that Mr. Haldane warned his party to expect. Before examining the structure on which the Territorial Army is to be preliminary steps which the Secretary for War has found it necessary to take. The Regular Army has been reduced by 13,000 men. A battalion of the Guards and eight Line Battalions have ceased to exist, while the Artillery have suffered a loss of nearly 4,000 men. Moreover by increasing the period of service with the colours, and lessening that with the Reserve the latter, year by year, is automatically depleted. The reliable authority estimates that the final result of recent legislation will be to reduce the fighting strength of the country by some 4,000 highly trained soldiers. Can any possible justification be offered for such action? No one yet knows whether the proposed Territorial Army will ever be embodied, and even granting that in point of numbers it eventually fulfils Mr. Haldane's expectation, its quality still remains to be judged. Although we can find no excuse for dismissing a large portion of our experienced and efficient soldiery in anticipation of a problem that scheme crystallized into fact, the reason is not far to seek. The prospect of a citizen army, modest though its military acquirements are likely to be, was fairly sure to raise the bogey of militarism in the minds of certain supporters of the present Government. The pill, therefore, needed gilding and economy supplied there can be for the untimely reduction of the Regular Army.

The new Army Bill, as originally drafted, was an honest endeavour to give voluntary service a last chance of proving sufficient for the needs of the Empire. Its success avowedly depended on patriotism, and appreciating how essential it was that the spirit should be fostered in youth, School Cadet Corps were to be encouraged by State grants. The clamour of the Labour Party, however, alarmed the Government; this vital clause was in consequence abandoned and the first principle of the Bill thereby vitiated. The character of the Bill was additionally altered by other modifications, the most important

being in regard to the disposal of the Militia. The first intention had been to absorb this force into the Territorial Army together with all the Yeomanry and Volunteers, but the final decision attaches 101 battalions of the militia out of the 124 to the Regular Army. Twenty-three battalions of militia, the present Yeomanry and Volunteers, are therefore the main factors out of which the new Home Force whose maximum number is limited to 300,000 men is to be evolved. That at least is Mr. Haldane's hope. We may form some idea of the chances of its realization by contrasting the principal conditions under which Volunteers have hitherto served with those now offered. The volunteer engaged for no fixed period and in time of peace could free himself from all military obligations at a fortnight's notice. Camps and parades moreover, were to all intents and purposes optional. Entrances into the Territorial Army will involve a four years' engagement and an annual camp of eight or fifteen days, according as the Commander-in-Chief may consider desirable. Should a man desire to quit before his four years' service are complete, he must give three months' notice and pay a fine of £5.

From a soldier's point of view these conditions may seem singularly mild, not to say ineffective, but will they prove acceptable to the present day Volunteer? It must be remembered that it is more a question for this employer than for himself. So far the proportion of Volunteers attending the annual camps of exercise has been ridiculously small, not because they dislike the work but because the employer of labour declines to let them go. This being the state of the case, how will the Volunteer who accepts a four years' Government will insist on his going into camp? The obvious answer is that he will find considerable difficulty in procuring regular work and be very much in the position of the Reserve man without pay. Mr. Lloyd and Mr. Asquith to the patriotic instinct to furnish him with money, but the object lesson is a bad one. The patriot finds himself in an intolerable position and hence his real weakness of relying on voluntary effort to fulfil the military obligations of a great Empire. It is asking the impossible. Hundreds of thousands of Britons—all honour to them—are shown themselves ready to give up their leisure to training themselves for war. But this leisure—valuable though it does considerably as a life-denial—has proved insufficient for present day requirements. If Volunteers can give no more and if they are to form the Territorial Army of the future, conditions must either be whittled down to the point of inefficiency or the Army itself will never come into being. The burden which is too heavy for individual men must be borne by the nation. Several of our Colonies have already done so, and the movements in the United Kingdom towards enforced military training progress steadily. We do not minimize the evils of compulsory service. It costs lives in truth a grievous tax. But there are compensating advantages. The luxury of the last generation has become a necessity in this and the national fibre is softening under its influence. The exercise and discipline involved in military training is an antidote that great Britain requires. Above all the wealth and leisure for existence necessitates the development of fighting power and the prize will be to the nation that is ready to give the most and endure the most attaining to that end.—Times of India.

JUVENILE SMOKING.

MALAYS AND TOBACCO.

Mr. H. W. Thomson, British Adviser to the Ruler of Kelantan, writes as follows to a medical paper:—

Among the Malays, children usually begin to smoke, occasionally about the age of eight, and most of them smoke regularly about the age of thirteen or fourteen.

It is difficult to name any deleterious effect which can be attributed to early smoking. As a race, the Malays are not tall, and while they have considerable powers of endurance as walkers, a sudden effort such as a sharp sprint or a steep climb will often cause very laboured breathing, but there seems nothing to connect either of these effects with early smoking. Inhaling is almost inevitable. In the neighbourhood of towns cheap American cigarettes are in common use. In the interior, Javanese tobacco, or here in Kelantan, locally grown tobacco wrapped in the leaves of the Nipah palm (Nipa fruticosa) is generally used. Other wrappers for cigarettes are the leaves of the Pinak palm, the sheath of the areca nut palm, and the sheath of muntia. A plug of tobacco is frequently carried between the teeth and the upper lip. Pipes are rarely used, and cigars are generally considered too strong.

Parents do not seem to discourage the use of tobacco by their children, beyond the fact that many of them decline to provide any money for its purchase. If the child can get the money for himself, he is at liberty to spend it on tobacco. Occasionally, while a boy is learning to ride the K-Cycle (usually at the age of twelve or thirteen), he is forbidden to smoke for fear of his voice being spoiled by it. I have not been able to find that parents think that juvenile smoking is deleterious, except, perhaps, as an unnecessary extravagance, which may lead to other extravagant habits. The use of tobacco is not supposed to have any beneficial action in the prevention of disease; but it is often the only of comment how hardly forced abstinence (e.g. in the Mohammedan fasting month) presses upon heavy smokers, and how irritable they become.

NEW GERMAN CABLES.

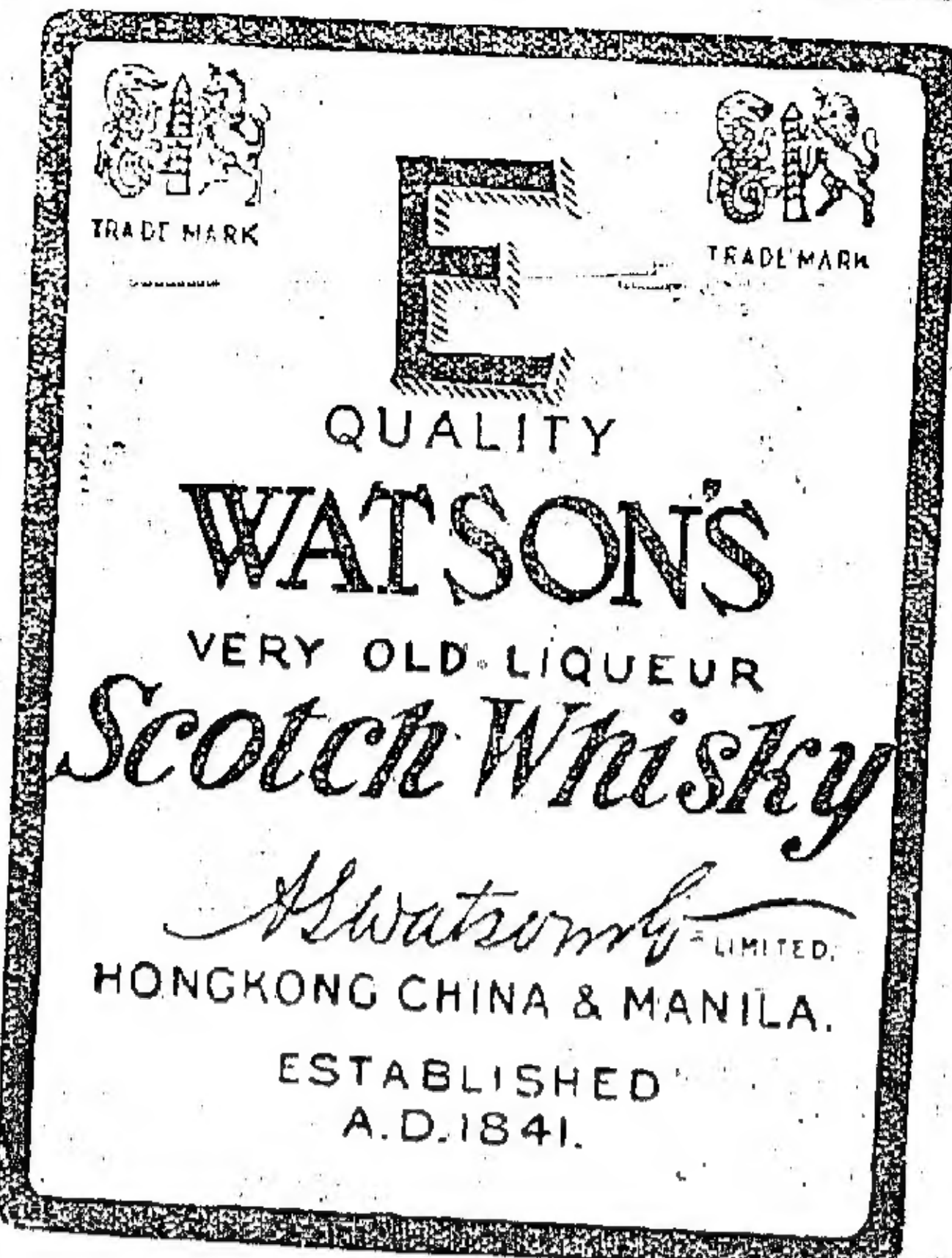
Considerable satisfaction is expressed in commercial circles over the signing by the King of Spain of the concession to the German Cable Company for the landing of a cable at Tenerife, thus forming a direct German connection between Bremen and Tenerife.

South America, the Argentine, and probably Brazil, are included in the network of German lines, which fact is deemed of extreme importance for the development of German trade in South America. The original proposal to lay the cable via Vigo met with opposition from the Spanish General Staff.

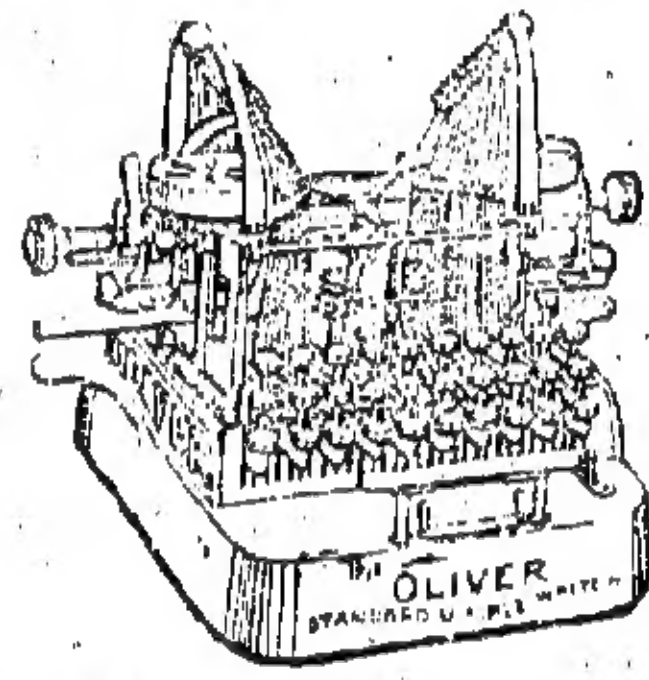
It is regarded as probable that the German African Colonies of the West Coast will now also be connected with the F. Scherdel via Tenerife. Possibly, also, the German company will now exercise the right to land a cable in a Moroccan port, a right which was secured at the Algiers Conference. At present German cables to Buenos Ayres are transmitted by the English line from Vigo.

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
Lacquered Ware.
19, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903 778

NEW LABEL FOR WATSON'S "E" WHISKY



NOTE:—The Border and Trade Marks on the Label are in Gold; the Letter "E" LITHOGRAPHED IN BLACK, IS ALSO SHOWN IN GOLD, WHILE THE THREE CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK. THE CAPSULE ALSO BEARS PACHMILE SIGNATURES.



SECOND HAND TYPEWRITERS.

SELECTION OF VARIOUS MARKS AT PRICES RANGING FROM \$50 UPWARDS. PURCHASERS WILL HAVE THE OPTION OF CHANGING FOR OLIVER'S WITHIN NINE MONTHS. When full amount paid for Second Hand Machines will be deducted from Price of New Machine.

OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDING. Hongkong, 10th July, 1906. 1055

When you buy ordinary oats you are paying for husk and indigestible woody fibre. **Plasmon Oats** contain neither; and thus go twice as far. Delicious porridge in 4 minutes. Also **PLASMON COCOA.** THE FOOD COCOA. Sample for stamp. PLASMON Ltd., Farringdon Street, London. 83-4

It's the Quality that tells.

van Houten's

IS THE FINEST COCOA IN THE WORLD.

Careful Attention

should always be given to the teeth, not merely because clean, white teeth form so valuable an ornament to everyone's appearance, but also because they must be kept fit for the performance of their primary function—mastication.

Calvert's Tooth Powder

Cleans the Teeth

easily, pleasantly and thoroughly, as its enormous sale all over the world clearly shows, leaves the mouth deliciously refreshed, and fulfils the requirements of modern hygiene by its antiseptic value.

Sold by all local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, Eng.

SHIPPING.

ARRIVALS.

ARRIVALS.
 ALBION, British str., 4278, G. W. Parkinson, 17th July—Fochow 15th July, General—Butterfield & Swire.
 FUCHUO, Norwegian str., 782, Johnson, 17th July—Nagasaki and Choshi 6th July, General—Arnold, Karberg & Co.
 HEBER, German str., 771, J. Jensen, 17th July—Swatow 16th July, Sundries—Jensen & Co.
 HOSOKAWA, French str., 722, F. Correll, 17th July—Hankow and Hainan 16th July, Rice—A. R. Marty.
 HUI CHU, British str., 1294, A. Mathias, 17th July—Hainan 16th July, General—Butterfield & Swire.
 KUROKAWA, British str., 17th July—Canton, Koyo Maru, Japanese str., 1662, S. Hirai, 16th July—Dairen 2nd July, Beans, Ac.—Arnold, Karberg & Co.
 KUROKAWA, British str., 3419, Bradley, 17th July—Singapore 11th July, General—Loh Chan S. N. Co.
 KWOON LEE, Chinese str., 1418, R. Linein, 16th July—Shanghai 13th July, General—Chinese.
 LOONGSANG, British str., 1297, S. J. Payne, 17th July—Manila 12th July, via Amoy 16th, General—Jardine, Matheson & Co.
 MASAN MARU, Japanese str., 792, Sakurai, 17th July—Tientsin, Amoy and Swatow 16th July, General—Onaka Shosen Kaisha.
 NICHIMARU, Japanese str., 834, R. Nishikawa, 17th July—Wakayama 16th July, Coal—Mitsui Bussan Kaisha.
 PERSIAN, German str., 3095, C. Nahrath, 17th July—Yokohama 6th July, Mails and General—Mellers & Co.
 SUI CHU, Japanese str., 1505, Yamamoto, 17th July—Swatow 16th July, Mails and General—Onaka Shosen Kaisha.
 TAIKOKU, Japanese str., 1296, I. Fukui, 17th July—Nagasaki 16th July, Coal—Mitsui Bussan Kaisha.
 ZEPHYRUS, German str., 1897, F. Prosch, 17th July—Hainan 16th July, Mails and General—Mellers & Co.

CLEARANCES.

CLEARANCES.
 AT THE HARBOUR MASTER'S OFFICE.
 17th July.
 GUYARD, British str., for Amoy.
 HAINAN, Chinese str., for Swatow.
 HAINAN, German str., for Sydney.
 HAINAN, German str., for Hamburg.
 HAINAN, German str., for Shanghai.
 DEPARTURES.
 17th July.
 ATHANIAN, British str., for Shanghai.
 CHUEN, Chinese str., for Shanghai.
 HUK, French str., for K. C. Wai.
 KOSCHANG, German str., for Bangkok.
 KUROKAWA, British str., for Singapore.
 MACHU, German str., for Swatow.
 NANCHANG, British str., for Choshi.
 NICHIMARU, Japanese str., for Canton.
 PERSIAN, German str., for Europe.
 ROSEDA, Norwegian str., for Saigon.
 ZEPHYRUS, German str., for Shanghai.

VESSELS IN DOCK.

VESSELS IN DOCK.
 17th July.
 ABERDEEN DOCK.—
 KOWLOON DOCK.—
 WANCHAI DOCK.—
 COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
 DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.
 Captain A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 18th inst. at Noon.
 For Freight or Passage, apply to
 DOUGLAS, LARPAK & Co.,
 General Managers.
 Hongkong, 18th July, 1907. 1216

TOYO KISEN KAISHA.
 SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).
 With option to Call at Mexico and other Coast Ports.
 Steamers Tons To Sail.
 "KATHERINE PARK" 4300 18th July at Noon.
 "KASATO MARU" 6,100 End of Sept.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 K. MATSUDA, Manager.
 York Building.
 Hongkong, 1st July, 1907. 10



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM TO
 SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"AUSTRIA".
 Capt. A. Bieffer, will leave for the above places MONDAY, the 22nd July.
 For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents.
 Hongkong, 15th July, 1907. 3

DAMPSCHEIFFS, REHDER & CO. UNION ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast).

THE Steamship.

"VERONA".
 Captain Dobron, will be despatched for the above Port on or about MONDAY, the 29th July, 1907.
 For Freight, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 9th July, 1907. 1198

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP.	SYRIA	Brit. str.	—	D. C. Gregor, R.N.E.	P. & O. S. N. Co.	About 17th inst.
MARSEILLES, &c., via PORTS OF CALL.	ERNEST SIMONS	Frean. str.	—	Girard	MESSAGERIES MARITIMES	On 23rd inst., at 1 p.m.
COPENHAGEN & ST. PETERSBURG	SCOTRUENIK	Dan. str.	—	Brook	MILCHERS & Co.	Middle of September.
HAYRE & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAYRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k.w.	von Dohren	HAMBURG-AMERIKA LINIE	On 20th August.
NAPLES, PLYMOUTH, HAYRE & HAMBURG.	SCANDIA	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 4th September.
TRIESTE, &c., via SINGAPORE, &c.	HAMBURG	Aus. str.	—	E. Tarabochia	SANDER, WIELER & Co.	On 21st inst., at 1 p.m.
NEW YORK	VANDALIA	Nippon	—	Frank	HAMBURG-AMERIKA LINIE	On 19th inst.
NEW YORK	ABERLOUR	Am. str.	—	Dobron	SHERMAN, TOMES & Co.	On 23rd August.
VANCOUVER via SHANGHAI JAPAN, &c.	VERONA	Ger. str.	—	—	CANADIAN PACIFIC R. Co.	About 23rd inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 1st Aug., at 4 p.m.
VICTORIA (B.C.) & TACOMA via JAPAN	MONTEAGLE	Brit. str.	1 m.	—	—	On 14th Aug., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	SHAMMUT	Am. str.	—	E. V. Roberts	DOUGLAS & Co., Ltd.	On 15th August.
AUSTRALIAN PORTS via MANILA	KATHERINE PARK	Ger. str.	—	—	TOYO KISEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS via TIMOR	MANILA	Ger. str.	—	J. Minssen	MELCHERS & Co.	To-day, at Noon.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	Helm	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	W. D. Brown	BUTTERFIELD & SWIRE	On 3rd Aug., at 4 p.m.
YOKOHAMA AND KOBE	TAIYUAN	Ger. str.	—	W. von Senden	MELCHERS & Co.	About 26th inst.
KOBE	NICHIMARU	Jap. str.	—	R. Minagawa	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
JAPAN	TAIYUAN	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	About 21st inst., at 5 p.m.
TIENTSIN via SWATOW & CHEFOO	CHINSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	Second half of July.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Brit. str.	—	G. M. Montford, R.N.E.	P. & O. S. N. Co.	To-morrow, at 4 p.m.
SHANGHAI via SWATOW, AMOY & FOCHOW	SCSHU MARU	Jap. str.	—	T. Suruga	USAKA SHOSHEN KAISHA	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	AUSTRIA	Aus. str.	—	A. Billafer	SANDER, WIELER & Co.	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	SAXONIA	Ger. str.	k.w.	Ailland	MESSAGERIES MARITIMES	About 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	MAISELUS	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 23rd inst.
SHANGHAI	ARCAHIA	Brit. str.	—	A. L. Valentini	HAMBURG-AMERIKA LINIE	On 25th inst.
SHANGHAI, YOKOHAMA & KOBE	SCOTRUENIK	Dan. str.	—	—	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, YOKOHAMA & KOBE	FRANZUR	Dan. str.	—	—	MELCHERS & Co.	Middle of August.
ANPING via SWATOW & AMOY	FUKUSHU MARU	Jap. str.	—	T. Ho	USAKA SHOSHEN KAISHA	End of August.
SWATOW & SHANGHAI	KICKING	Brit. str.	—	H. A. Warrall	BUTTERFIELD & SWIRE	On 24th inst., at 9 a.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LARPAK & Co.	To-day, at Noon.
TAMSU via SWATOW & AMOY	MASAN MARU	Jap. str.	—	I. Sakurai	USAKA SHOSHEN KAISHA	On 21st inst., at 10 a.m.
FOCHOW via SWATOW & AMOY	SKIKO MARU	Jap. str.	—	G. Nakao	USAKA SHOSHEN KAISHA	On 21st inst., at 9 a.m.
MANILA	LOONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	A. Fraser	SHERMAN, TOMES & Co.	On 20th inst., at Noon.
MANILA	RUBI	Brit. str.	—	R. Almond	SHERMAN, TOMES & Co.	On 27th inst., at Noon.
CEBU & ILOILO	SUNGIANG	Brit. str.	—	F. Sembill	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
SANDAKAN	BORNEO	Ger. str.	—	—	MELCHERS & Co.	About 25th inst.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 20th July, Noon.
RUBI	2540	R. W. Almond	Manila	On 27th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 18th July, 1907. 16

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ABERLOUR" ... On 23rd August.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 17th July, 1907. 16

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"EOTRUENIK"	Middle of August
SHANGHAI, YOKOHAMA and KOBE	"TRANQUERBAR"	End of August
COPENHAGEN and ST. PETERSBURG	"SOTRUENIK"	Middle of Sept.

For Further Particulars, apply to

Hongkong, 18th July, 1907.

MELCHERS & CO.,

AGENTS. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR NEW YORK.
 "LOONGSANG" ... Friday, 19th July, 4 p.m.
 "CHINSHING" ... Friday, 19th July, 4 p.m.
 REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class Single \$ 85. Return \$ 150.
 "Ponang" ... 85. Return 150.
 "Calcutta" ... 165. Return 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.
 Hongkong, 18th July, 1907. 18

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 15th August.
TREMONT	9,606	T. W. Garlick	About 10th September.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-tower s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDINGS,
 Hongkong, 18th July, 1907.

DODWELL & CO., LIMITED,
 GENERAL AGENTS.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply lighted and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HABSBURG ... 1st August

RHENANIA ... 1st September

HOHENSTAUFEN ... 1st October

SILESIA ... 2nd November

HOMeward.

FOR THE STRAITS, COLOMBO, ADEN,

SUEZ, PORT SAID, NAPLES,

PLYMOUTH, HAYRE, & HAMBURG.

SCANDIA ... 7th August

HABSBURG ... 4th September

RHENANIA ... 4th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 23rd July

MARCELLUS ... FOR SHANGHAI, KOBE & YOKOHAMA ... 25th July

WIK ... FOR SHANGHAI, KOBE & YOKOHAMA ... 28th July

HABSBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Aug.

SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Aug.

LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Aug.

NEXT SAILINGS HOMeward:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ABADIA" Persian Service to Arabian and Persian Gulf Ports.

SPEZIA ... HAYRE & HAMBURG ... 23rd July

SCANDIA ... NAPLES, HAYRE & HAMBURG ... 7th Aug.

SAXONIA ... HAYRE & HAMBURG ... 20th Aug.

HABSBURG ... NAPLES, PLYMOUTH, HAYRE & HAMBURG ... 4th Sept.

Special attention of intending Passengers is drawn to the splendid accommodation of this Doctor and stewardesses carried. Laundry on board.

VANDALIA ... NEW YORK ... 19th July.

VESSELS ON THE BERTH.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZILS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship.

"NIPPON".

Captain E. Tarabochia, will be despatched as above on SUNDAY, the 21st July p.m.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,
 Agents.

Hongkong, 5th July, 1907. 3

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"SALAZIE".

Captain Ailland, will be despatched for the above Ports on or about MONDAY, the 22nd inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
 Agent.

Hongkong, 16th July, 1907. 2

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship.

"ERNEST SIMONS".

Captain Girard, will be despatched for MARSEILLES, on TUESDAY, the 23rd July, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. "Duchesse" bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON, and ANTWERP	SYRIA Capt. D. C. Gregor, R.N.	About 17th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUND and YOKOHAMA	ARCADIA Capt. G. M. Montford, R.N.	About 18th July	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 25th July	Freight and Passage.
LONDON via USUAL PORTS	DELTA Capt. C. L. Daniel	Noon, 27th July	See Special Advertisement.

For further Particulars, apply to

Hongkong, 18th July, 1907.

E. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI CEBU and ILOILO YOKOHAMA and KOBE MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KIUKIANG" "SUNGKIANG" "TAIYUAN" "CHINGTU"	On 18th July, 4 P.M. On 23rd July, 4 P.M. On 29th July, 4 P.M. On 3rd August, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table, A duty qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 18th July, 1907.

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY and FOCHOW + FOCHOW + A SWATOW + AMOY + ANPING via SWATOW, AMOY and FOCHOW	"SOSHU MARU" Capt. T. SURUGA "SEIKO MARU" Capt. G. NAKAO "MASAN MARU" Capt. I. SAKURAI "FUKUSHU MARU" Capt. T. ITO	FRIDAY, 19th July, at 10 A.M. SUNDAY, 21st July, at 9 A.M. SUNDAY, 21st July, at 10 A.M. WEDNESDAY, 24th July, at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.
Hongkong, 18th July, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, FRIEDR. WILHELMS- HAFFEN, SIMPSONHAFEN, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. V. MINNSEN	Thursday, 18th July, at Noon.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. von SENDEL	About Friday 20th July.
SANDAKAN	"BORNEO" Capt. F. SEMBIL	About Sunday 22nd July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

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THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IN THE "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
12 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA" 6,000	THURSDAY, 1st Aug	19th August
"EMPRESS OF JAPAN" 6,000	WEDNESDAY, 14th Aug	7th Sept.
"EMPRESS OF CHINA" 6,000	THURSDAY, 28th Aug	18th Sept.
"EMPRESS OF AUSTRALIA" 6,000	WEDNESDAY, 11th Sept.	5th Oct.
"EMPRESS OF AMERICA" 6,000	THURSDAY, 28th Sept.	14th Oct.
"EMPRESS OF AFRICA" 6,000	WEDNESDAY, 9th Oct.	2nd Nov.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.
SHANGHAI, NAGASAKI, UNITED STATES and EUROPE, calling at
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
300 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
Hongkong to London, 1st Class, via St. Lawrence 230; via New York 262.
Intermediate on Steamers... 240, ... 242.

Passengers only, at Intermediate rates, affording superior accommodation for that class.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Army, Diplomatic, and Civil Services, and to European Officials in the Service of China
for further information. Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedlar Street and Praya opposite Blake Pier.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca, for all steamers from and
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop
fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.
JAVO-CHINA-JAPAN LIJN,
YORK BUILDINGS.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE
ITALIANA
(Florio and Rebattino United Companies).
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"
having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
their Goods are being landed at their risk, into
the Godowns and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence delivery may be
obtained. Perishable Goods to be taken
on delivery of immediately.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst., will be subject
to rest.
All broken, chafed, and damaged goods are
to be left in the Godowns, where they will be
examined on the 18th inst., at 9.30 A.M.
No Fire Insurance has been effected.
CARLOWITZ & CO.,
Agents.
Hongkong, 10th July, 1907.

NATAL LINE OF STEAMERS

THE undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
OF LADING for all the principal ports of
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPS PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED
General Agents for China and J. p.
Hongkong, 4th August, 1898.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 84 "
Width of Entrance on Bottom... 84 "
Water on Blocks at Spring Tide 34 "

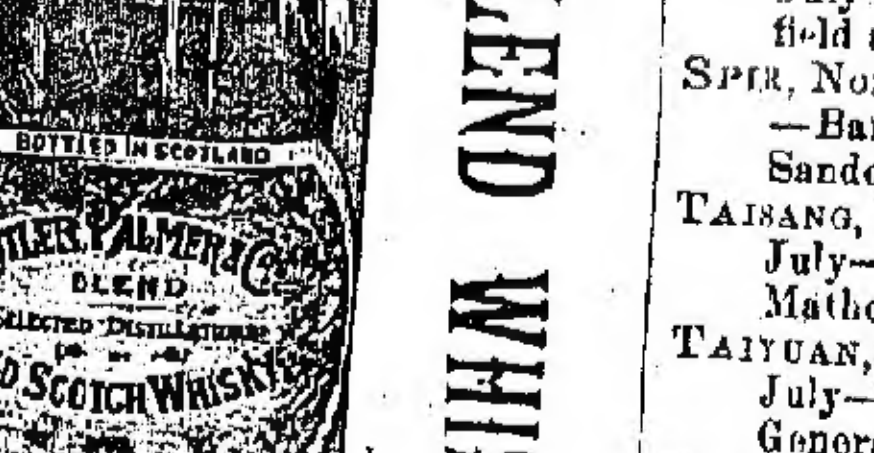
DOCK No. 1.
Extreme Length... 583 feet.
Length on Blocks... 571 "
Width of Entrance on Top... 84 "
Width of Entrance on Bottom... 84 "
Water on Blocks at Spring Tide 22 "

DOCK No. 2.
Extreme Length... 571 feet.
Length on Blocks... 563 "
Width of Entrance on Top... 84 "
Width of Entrance on Bottom... 84 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
Suitable for vessels up to 1,000
TONS.
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING
and REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

LARGE STOCK OF MATERIAL
always kept on hand.
THE COMPANY has the powerful steam-
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for service.

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Cutler, Palmer & Co., London.
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BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 604

FIRST-CLASS BOARD & RESIDENCE

"BRAESIDE"
A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining
and Reception Rooms, Large Airy and Well
View of the Harbour, Terms moderate.
Apply to—Mrs. C. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Yang Yuen").
Hongkong, 27th June, 1905. 143

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MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ALBRECHT, KARBERG & CO.
Sole Agents.
285

SHIPPING IN PORT.

STEAMERS.
ANGHIN, German str., 1,401, Kumpel, 14th
July—Bangkok 4th and Swatow 13th
July, Rice—Butterfield & Swire
ASIA, British str., 4,975, Harry Gankroger,
10th July—Shanghai 7th July, Mails and
General—O. & S. S. Co.
CEYLON MARU, Japanese str., 5,068, F. L. Pyne,
16th July—Kobe and Shanghai 12th July,
Coal—Nippon Yusen Kaisha.
CHUMSHING, British str., 1,189, F. McConay,
13th July—Tientsin and Chefoo 8th July,
General—Jardine, Matheson & Co.
DERWENT, British str., 1,567, J. Jenkins, 14th
July—Saigon 10th July, Rice and General
business.
EMERALD, British str., 3,032, E. A. Hodgins,
16th July—Kobe and Shanghai 11th July,
General—Jardine, Matheson & Co.
FRIEDRICH, Norwegian str., 891, Olaf Anderson,
12th July—Hongkong 9th July, Coal—
Angard, Thoresen & Co.
GLENN, British str., 2,380, W. Y. Larkins,
16th July—Singapore 11th July, General
business—Chinoh.
HAICHING, British str., 1,295, A. E. Hodgins,
16th July—Coast Ports 15th July, General
business—Douglas, Lippitt & Co.
HILARY, German str., 1,278, H. Uecker 14th
July—Macassar 5th July, Sugar and
General—Java-China-Japan Lijne.
HUICHOW, British str., 1,217, E. F. Smith, 14th
July—Tientsin 7th July, General—But-
terfield & Swire.
IRISH MONARCH, British str., Graham, 1st
July—Kutchin 25th June, Coal—
Mitsui Bussan Kaisha.
KAGA MARU, Japanese str., 3,906, F. E. Cape,
14th July—Shanghai 11th July, General
business—Nippon Yusen Kaisha.
KATHERINE PARK, British str., 4,907, 27th
July—Kobe 21st June, General—Toyo
Kaisha Kaisha.
KUIANG, British str., 1,239, Warner, 14th
July—Shanghai 10th July, General—
Butterfield & Swire.
KWAOTAI, Chinese str., 1,336, Wm. H. Lunt,
14th July—Shanghai 10th July, General
business—Chinese.
LAETES, British str., 1,349, J. Jackson, 24th
June—Saigon 20th June, Rice—Chinese.
MANCHE, French str., 4,300, Norward, 10th
July—Hankow 11th July—Messageries
Maritimes.
MANILA, German str., 1,108, J. Minssen, 29th
June—Manila, Australian Ports and New
Guinea 28th June, General—Melchers &
Co.
NERITE, Dutch str., 1,453, Carrwick, 14th July
—Palemburg 7th July, Kerosene—Arn-
hold, Karberg & Co.
ORLAND, Norwegian str., 917, T. A. Lie, 12th
July—Hamburg 24th June, General—
Order.
PERSIA, British str., 2,744, A. Nixon, 16th
July—San Francisco 14th June, Mails and
General—O. & S. Co.
PITANULOK, German str., 1,267, D. Reimers,
12th July—Bangkok and Hoihow 6th
July, Rice and Wood—Butterfield & Swire.
PROMETHEUS, Norwegian str., 1,083, O.
Swatow 13th July, Rice—Nippon Yusen
Kaisha.
RAVNA, Norwegian str., 1,220, N. G. Nielsen,
9th July—Palemburg, Bornoe 3rd July, Timber
—Sander, Wiler & Co.
RAY, German str., 2,028, R. Petersen, 11th
July—Bangkok 4th July, Rice—Butter-
field & Swire.
SPEA, Norwegian str., 570, A. Steen, 15th July
—Bangkok 8th July, Rice and Wood—
Sander, Wiler & Co.
TAISANG, British str., 1,514, D. Christie, 11th
July—Chefoo 5th July, General—Jardine,
Matheson & Co.
TAIWAN, British str., 1,450, L. Dawson, 14th
July—Melbourne via Ports 14th June,
General—Butterfield & Swire.
TOLO, Norwegian str., 740, Jac. Enger, 16th
July—Bangkok 7th July, Rice—Chinese.
TRIUMPH, German str., 659, Boldtzen, 15th
July—Rangoon 12th July, and Hoihow
14th, Rice and General—Jensen & Co.
WOOLWICH, British str., 1,845, A. Stoker, 3rd
July—Salina, Griz and Mexico 25th May,
—Chinese.
YANGTZE, British str., 4,149, Herbert C.
Harris, 14th July—Tacoma U.S.A. 12th
June, Flour and General—Butterfield &
Swire.
ZARIBO, British str., 1,643, A. Fraser, 15th July
—Manila 13th July, General—Shewan,
Tomes & Co.

ON SALE. THE DIRECTOR AND CHRONICLE

FOR
CHINA, JAPAN, COREA, INDO-CHINA,
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES,
BORNEO, &c.
WITH HIGH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1907.
THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTOR covers the whole of the
ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.
Not only is the Directory as full and complete
in each case as it can be made, but each Colony,
Port, or Settlement is prefaced by a DESCRIPTIVE
Note, carefully revised each year, most of
which will serve as accurate GUIDES for the
Tourist, giving every detail in connection with
the place, its History, Topography, &c., &c.
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Chingwangtao	Pingyang
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Taipei	Yokohama
Shanghai	Manila
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Tourist, giving every detail in connection with
the place, its History, Topography, &c., &

